COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 23-1, Requirements and Stockage of Materiel and establishes policies, procedures and instructions used by the Aerospace Maintenance and Regeneration Center (AMARC) in the maintenance and control of all helicopter main rotor and tail rotor blades. The Blade System D003AF824 interfaces with the Aircraft Status System, D003AF76 (AMA-RCR 65-20) to permit updating of aircraft records when blades are installed or obligated to aircraft. Internal computer records will contain a cross-reference of blades assigned to aircraft until aircraft departs AMARC. This regulation applies to the Aircraft Management (LA), Logistics (LG), and Comptroller (FM) Directorates.

1. GENERAL. This system provides status for all blades physically located at AMARC. Blade status provides inventory visibility, current blade reporting status, and AMARC aircraft status (for installed or obligated blades) at any given time. AMARC blade status and aircraft status are the same for obligated blades. It also provides location data of all blades, owning service, and project assignment.

NOTE:

All blades in permanent storage prior to implementation of this regulation are exempt from this criteria.

2. RESPONSIBILITIES AND PROCEDURES:

2.1. The Process In (LAI), Receiving Branch (LAIR) will:

2.1.1. When rotor blades are received overland - perform a physical check of the blade and tail rotor serial numbers and supply all the pertinent information by forwarding a copy of the AMARC Form 43 to the Supply Division (LGS), Management Services Branch (LGSM), blade monitor.

2.1.2. When blades are received in containers - tag the outside of the container with the blade serial number, PCN and aircraft serial number. Tags will be filled out in accordance with (IAW) Attachment 1.

2.1.3. When blades are received uncrated - tag the blades as referenced in Attachment 1 and attach the tag to the tab on the outboard tip of the rotor blade.

2.1.4. Notify the LGSM, blade monitor when blade serial numbers are matched with an aircraft.

2.2. When helicopters are flown into AMARC - review the aircraft records for blade and tail rotor serial numbers information and transmit a copy of AMARC Form 43 with serial numbers to the LGSM, blade monitor. If any discrepancies are found at a later date upon the physical inspection by the Preservation Branch (LAIP), notify the LGSM, blade monitor and relay the new information. This is essential in order to ensure proper information in the computer.

2.3. When a blade or tail rotor serial number discrepancy has been identified and LAIR notified, confirm recorded data against actual data to determine if a discrepancy does exist. In the event of a discrepancy, contact Information Management Division (FMI), FMI/A, Aircraft Records, and LGSM, blade monitor to initiate a records review with the customer via the Requirements and Budget Division (FMB), Workload Branch (FMBW).

3. UPON REMOVING THE MAIN ROTORS AND TAIL ROTORS FROM HELICOPTERS LAIP WILL:

3.1. Validate the serial number information on AMARC Form 43 against the actual serial number on the blade data plate. If a discrepancy exists between the actual blade serial number and the recorded serial number, contact LGSM, blade monitor via LAIR.

3.1.1. In the event that LAIP personnel containerize helicopter blades upon removal, ensure that all required information (reference Attachment 2) is placed on the containers by stenciling and tagging with metal tags as per Attachment 1. Extra tags may be required to record blade serial numbers on containers.

3.1.2. Once the main and tail rotors are removed from the helicopters, notify FMI/A, Aircraft Records of the removal action so the appropriate aircraft records are annotated to reflect the removal.

3.2. Forward a copy of AMARC Form 43 to FMI/A, Aircraft Records.

4. INITIAL RECORDS REVIEW OF ALL HELICOPTERS. FMIM, AIRCRAFT RECORDS WILL:

4.1. Prepare a DA Form 2410 (Army aircraft only) when blades are shipped separate from aircraft or when blades are assigned to another aircraft.

4.1.1. When helicopter records arrive, notify the LGSM, blade monitor to verify blade information.

4.2. Annotate any necessary entries in the aircraft records reflecting blade and record removal.

5. THE TRANSPORTATION DIVISION (LGT), WOODMILL/CRATING BRANCH (LGTW) WILL CONSTRUCT, SEAL AND STENCIL CONTAINERS FOR BLADES REMOVED FROM HELICOPTERS. Stenciling will be IAW Attachment 2. Once the crating process is complete, notify the Process In

Support Branch (LAII), Production Control scheduler to submit a work order for Motor Pool (LGTM) to transport the blade set to a permanent storage area.

6. LGTM WILL:

6.1. Record the location of all helicopter blade containers moved to permanent storage areas. The recording of area, row and spot will be annotated on the AMARC Form 71 that generated the move.

6.2. The location information must be given to the LGSM, blade monitor for update of computer records to aid in inventory and control of these assets.

7. THE TOWING BRANCH (LAIT) WILL PREPARE, SURVEY AND LAY OUT THE AREAS TO BE USED FOR BLADE STORAGE, AS REQUIRED.

8. THE LGSM, BLADE MONITOR WILL:

8.1. Verify AMARC Form 43 with aircraft records when blade hours are calculated.

8.1.1. Maintain any paperwork that arrives with blades.

8.1.2. Load blades in the blade status system. Upon receipt of aircraft and blade records process XAT inputs to establish blade prefix designator codes, if the blade type is not in the AMARC system (see Attachment 4).

8.1.3. Assign an AMARC ID number for each blade and tail rotor received.

8.1.4. Process XPB inputs to load all blades and tail rotors obligated to an aircraft (see Attachment 5).

8.1.5. Process XIS inputs to load, change or delete blade status records (see Attachment 6). All XIS inputs must be loaded in ID number sequence. Clear any rejects prior to processing the next ID number.

8.1.6. Process XID inputs to load or change indicative data in the blade status record (see Attachment 7).

8.1.7. Process XIE for additional data in the blade status record (see Attachment 8).

8.1.8. If unable to process any of the above inputs, contact LGSM procedures personnel.

8.1.9. Compare output documents with input data source to ensure accuracy.

8.2. Coordinate with FMI/A, Aircraft Records on the removal and inclusion of blade records from the aircraft records.

8.3. Pull records when blades and tail rotors are shipped. (A copy of the blade historical records will not be needed inside blade containers.)

8.3.1. Process XRE for item, then process XSH; if document number is not provided, 9600 series will be used.

8.3.2. Delete AMARC ID for each blade and tail rotor shipped in the VAX system.

9. THE BLADE STATUS DIRECTORY (D003AF824) PROVIDES A READY REFERENCE FOR BLADES PHYSICALLY MAINTAINED BY AMARC (SEE ATTACHMENT 9). Indicative data

shown is extracted from blade status records (see Attachment 10). Each service's blades are shown in a separate part of the directory. A 2-part list is processed biweekly and updates made as they occur.

10. FMBW WILL:

10.1. Assist LAIR, LGSM and FMI/A, Aircraft Records in resolving any blade or tail rotor serial numbers discrepancies by coordinating with the customer/owner of the aircraft in question. Correct historical records are critical for time change items and customer involvement is essential in resolving discrepancies.

10.2. Forward a copy of the applicable Work Authorization Document (WAD) to LGSM, blade monitor when blades are to be shipped.

FOR THE COMMANDER

ANN E. EDWARDS
Chief, Information Management Division

Attachment 1

HELICOPTER BLADE METAL CONTAINER IDENTIFICATION TAG

Attachment 2

HELICOPTER BLADE WOODEN CRATE INFORMATION MARKINGS

Attachment 3

AIRCRAFT EXAMINATION AND EVALUATION DATA

(AMARC Form 43)

Attachment 4

AIRCRAFT/BLADE/ENGINE/WORK ORDER/PROJECT TYPE RECORD LOAD/DELETE INPUT (XAT)

This input is designed to establish AMARC type code records providing a table of all assigned aircraft, blades, engines, work orders, and projects. All type code inputs pertain to the AMARC Aircraft Status System except blade type code inputs which apply to the AMARC Blade Status System. Both systems will be fully interfaced for common application. No transaction histories are generated by XAT inputs.

TYPE CODE RECORDS XAT ON-LINE INPUT FORMAT
TYPE ACTION L=LOAD; D=DELETE

<u>Remarks</u>

1- 3	TRIC	XAT	
4	TYPE ACTION CODE		NOTE 1
5- 6	TYPE RECORD CODE	**	
7	BLANK		
8- 9	TYPE CODE/BLANK/(USE FOR SAVE LIST)		NOTES 2, 3, and 4
10-11	TYPE CODE/BLANK/(FOR ACFT/ALL OTHERS EXCEPT SVLIST)		NOTES 2. 3, and 4
12-13	BLANK		
14-19	PAIRED TYPE CODES/BLANK		NOTES 4 and 5
20-80	BLANK		

NOTE 1:   L=Load   D=Delete

NOTE 2:   Enter type code to load or delete from the type code record file.

NOTE 3:   Aircraft, blade, engine, and work order type codes are constructed according to instructions in AMARCR 65-20. Project type codes will contain a special character in the first position, high order position (HOP), and an alpha character in the scond position, low order position (LOP). Alpha characters "I" and "O" will not be used. The following special characters are authorized as indicated:

a. Programmed Reclamation, $ %

b. Group I Reclamation, 900 series + / :

NOTE 4:   a. All XAT inputs pertaining to aircraft, work order, or project type codes are the function of FMBW.

b. XAT inputs assigning engine type codes is the function of the EM.

c. XAT inputs assigning blade type codes is the function of LGSM, blade monitor.

NOTE 5:   To load or delete type codes enter aircraft or blade position in positions 14-17, position 15 leave blank. Enter project type code in positions 18-19. This action will load into or delete paired type codes from the Aircraft, Blade/Project Type Code Table.

Attachment 5

AIRCRAFT TO BLADE CROSS REFERENCE INPUT (XPB) FOR AIRCRAFT TO BLADE LINKAGE

This input is used to load all blades installed or obligated to an aircraft located or arriving at AMARC. The input will provide a perpetual record of blades installed on an aircraft and the eventual disposition of the blades. Records are retained until the aircraft leaves AMARC. This format will be used by the blade monitor.

.

AIRCRAFT/BLADE XREF RCD XPE ON-LINE INPUT
FORMAT TYPE ACTION L = LOAD C = CHANGE A = ADD D=DELETE

			Remarks
1- 3	TRIC	XPB	
4	TYPE ACTION CODE		NOTES 1 and 2
5- 6	TYPE RECORD CODE	05	
7-14	COMM CODE/COMM OWNER/AIRCRAFT TYPE ID NBR		NOTE 3
15	BLANK		
16	CHANGE CODE/BLANK		NOTE 2
17-24	BLADE TYPE-ID NBR		
25-32	BLADE TYPE-ID NBR/BLANK		
33-40	BLADE TYPE-ID NBR/BLANK		
41-48	BLADE TYPE-ID NBR/BLANK		
49-56	BLADE TYPE-ID NBR/BLANK		
57-64	BLADE TYPE-ID NBR/BLANK		
65-72	BLADE TYPE-ID NBR/BLANK		
73-80	BLADE TYPE-ID NBR/BLANK		
83	PRINT OUTPUT DOCUMENT/BLANK		NOTE 4

NOTE 1:   L = LOAD   C = CHANGE

NOTE 2:   a. To add a blade to the record:

(1) Enter "C" in position 4.

(2) Enter "A" in position 16.

(3) Enter blade to be added in positions 17-24. (Blade must be loaded, unobligated, and in TA status.)

b. To replace an existing blade in the record with another blade:

(1) Enter "C" in position 4.

   (2) Enter "R" in position 16.

   (3) Enter blade to be replaced in positions 17-24.

   (4) Enter replacement blade in positions 25-32. (Blade must be loaded, unobligated, and in TA status.)

  c. To delete blade from the record:

   (1) Enter "D" in position 4.

   (2) Enter "*" in position 16.

   (3) Enter blade to be deleted in positions 17-24.

  d. To delete a record:

   (1) Enter "D" in position 4.

   (2) Leave position 16 blank.

NOTE 3: Mandatory on all inputs.

NOTE 4: Enter a "P" in position 83 to print output document.

Attachment 6

BLADE STATUS RECORD INPUT FORMAT (XIS)

This input provides the capability to load or change blade status records. Input TRIC (XIS) is also used to process aircraft and work order status records. Internal edits of input data elements will determine type of record to build or change.

BLADE XIS ON-LINE INPUT FORMAT
TYPE ACTION L = LOAD C = CHANGE

			Remarks
1- 3	TRIC	XIS	
4	TYPE ACTION CODE		L= LOAD; C = CHANGE
5- 6	TYPE RECORD CODE	4	
7-14	COMM CODE/COMM OWNER/BLADE TYPE ID NBR		NOTE 1
15-26	BLADE SERIAL NBR/ BLANK		
27-37	BLADE TMS /COST		
38-45	PROJECT NBR/BLANK		NOTE 2
46	OWNERSHIP CODE/ BLANK		NOTE 9, A, H, C, or N
47-48	BLADE STATUS FLAG/ BLANK		NOTE 3
49-50	AMARC STATUS CODE/BLANK		NOTE 4
51	BLADE POSITION (ON ACFT)/BLANK		NOTE 5
52-59	AIRCRAFT TYPE-ID NBR/BLANK		NOTE 6
60-64	RECEIPT/ARRIVAL DATE/BLANK		
65-69	BLD HRS SINCE OVHL/ BLANK		
70	CUSTOMER CODE/ BLANK		NOTE 10, A, H, C or N
71-80	BLADE LOCATION/ BLANK		NOTE 7
81	INDICATOR CODES/ BLANK		NOTE 9

82-86   DEPARTURE DATE/
**   BLANK**

87   LOAD SEQ NBR OVER-   NOTE 8
**   RIDE/BLANK**

> **NOTE 1:   AMARC assigned blade type codes are contained in AMAR-CR 65-20. Blade identification numbers will be sequentially assigned, beginning with "0001" for each type code.**
>
> **NOTE 2:   Installed or obligated blades will contain the aircraft project number. Unobligated blades:**
>
> **Air Force blades - LOG7E999, Navy blades - NSX20000, Army blades - AWE999 and Coast Guard blades - CWE999.**
>
> **NOTE 3:   Status Flag:**
>
> > **a. Column 1 position 47:**
> >
> > > **0 = obligated to an aircraft, installed.**
> > >
> > > **1 = obligated to an aircraft, not installed.**
> > >
> > > **9 = not obligated to an aircraft.**
> >
> > **b. Column 2 position 48:**
> >
> > > **0 = no flag blade assumed serviceable.**
> > >
> > > **3 = FOD, unserviceable.**
> > >
> > > **4 = flyaway defective, requires overhaul.**
> > >
> > > **5 = high time blade.**
> > >
> > > **6 = Significant Historical Data.**
>
> **NOTE 4:   Same as aircraft status codes. Codes are contained in AMAR-CR 65-20. Enter "TA" when deobligating an blade (Reference Note 3).**
>
> **NOTE 5:   1 thru 9. If there are more than nine blades continue with alpha numeric, i.e., A=10, B=11, C=12, etc.**
>
> **NOTE 6:   Required for installed or obligated blades.**
>
> **NOTE 7:   Location of aircraft if blade is installed, supply storage location if obligated uninstalled/ unobligated. Supply storage locations will be constructed of a 10 digit configuration consisting of "NNANNNANNN" (N=Numeric, A=Alpha). All positions must be filled or a reject will occur (unobligated blades only). The same location should not be used for more than one blade. If a blade that is obligated but not installed, is to be put in storage the first two positions must be blank, i.e., 02G01A01.**
>
> **NOTE 8:   A "1" in position 87 will allow reject override on missing AMARC blade ID number edit.**

NOTE 9:   To change ownership for uninstalled blades: New owner in po-
sition 46 and "C" in position 81. To process concurrent blade
reclamation projects enter "R" in position 81. Enter a "P" in
position 81 to print output document.

NOTE 10:   Mandatory entry when deobligating a blade.

Attachment 7

BLADE STATUS RECORD INDICATIVE DATA CHANGE/LOAD INPUT FORMAT (XID)

This input is designated to load or change indicative data in the blade status record.

BLADE XID ON-LINE INPUT FORMAT
TYPE ACTION C ONLY

			Remarks
1- 3	TRIC	XID	
4	TYPE ACTION CODE	C	
5- 6	TYPE RECORD CODE	4	
7-14	COMM CODE/COMM OWNER/BLADE TYPE ID NBR		
15-19	DATE OF LAST OVERHAUL/BLANK		
20	NUMBER OF OVERHAULS/BLANK		
21	SOAP SAMPLE/BLANK		NOTE 1
22	INDICATOR CODE/BLANK		NOTE 2
23-28	BLADE CYCLE COUNT/BLANK		
29-33	DATE BLADES REMOVED/BLANK		NOTE 3
34-36	REASON FOR REMOVAL/BLANK		
37-41	PRESERVATION DATE/BLANK		
42-43	NAVY STAR CODE/BLANK		
44-50	LAST REPORT SEQ NBR/BLANK		
51-52	LAST REPORT STATUS CODE/BLANK		
53-58	SHIP TO SRAN/BLANK		NOTE 4
59	FREEZE CODE/BLANK		NOTE 5
60-64	AUTOMATIC RELEASE DATE/BLANK		NOTE 6
65-79	AVAILABLE/BLANK		
80	PGMR CODES/RESERVED FOR PGMR		

NOTE 1:   SOAP sample codes are contained in T.O. 33-1-37.

NOTE 2:   Enter "P" in position 22 to print output document.

NOTE 3:   Enter "*" in position 29 to blank field.

NOTE 4:   Enter "*" in position 53 to blank the SRAN.

NOTE 5:   Enter "*" in position 59 to blank freeze code and automatic release date.

NOTE 6:   Enter "*" in position 60 to blank automatic release date.

Attachment 8

ENGINE STATUS RECORD INDICATIVE DATA LOAD/CHANGE INPUT FORMAT (XIE)

**This input provides the capability to load/change indicative data in the Blade Status Record.
A transaction history record is loaded for each transaction.**

**ENGINE XIE ON-LINE INPUT FORMAT
TYPE ACTION C ONLY**

Remark

Position	Field	Value	Remark
1- 3	**TRIC**	XIE	
4	**TYPE ACTION CODE**	C	
5- 6	**TYPE RECORD CODE**	4	
7-14	**COMM CODE/COMM OWNER/BLADE TYPE ID NBR**		
15-19	**TOTAL BLADE HOURS/ BLANK**		
20-24	**SCHEDL INDUCTION DATE/BLANK**		
25-29	**ACTUAL INDUCTION DATE/BLANK**		
30-34	**ORIG WRK COMP DATE/BLANK**		
35-39	**COMPLETION DATE/ BLANK**		
40	**BLADE MUSEUM CODE/BLANK**		
41-42	**BLADE FMS NONDOD CODE**		
43-67	**REMARKS**		
68	**PROCESS CODE/ BLANK**		**ENTER "P" IF OUTPUT REQUIRED**
69-76	**AVAILABLE/BLANK**		
77	**BLADE COND/BLANK**		

Attachment 9

AIRCRAFT BLADE DIRECTORY, D003AF82

1.   PURPOSE. To provide a directory of blades in the current AMARC inventory. It is printed in three sequences: by AMARC ID within type blade; by serial number within MDS; and aircraft blade location sequence. Totals are indicated by service and by each type. Listing may also be obtained by each service.

2.   REFERENCE. AMARCI 23-105, para 9.

3.   REPORTING DATA:
   a.   As of Date: NA.
   b.   Frequency: As required.

4.   INPUT DATA. Program Select Card.

Position	Nr Pos	Field Designation	Remarks
1- 6	6	**Document ID**	**RPT F82**
7-22	16	**Title**	**Blade Directory**
23	1	**Blank**	
24-28	5	**Options**	Note 3
29	1	**Blank**	
30	1	**Inventory Parameter**	Note 1
31	1	**Service/Blank**	Note 2
32	1	**Blank**	
33	1	**Serial Nbr Seq Indicator**	Note 4
34-80	47	**Blank**	

NOTE 1:   Enter dash (-) in position 30 to request inventory listing.

NOTE 2:   Enter owning service code (A = Air Force; C = Coast Guard; H = Army; N = Navy), leave blank if for all services.

NOTE 3:   a. Position 24 - Enter "S" for special option.

b. Position 25 - Enter "9" to select unobligated blades. Enter "0" to select obligated installed blades. Enter "1" to select obligated-uninstalled blades.

c. Position 26 - Blank for all services; "A" to select AF blades; "N" to select Navy blades; to "H" to select Army blades; and "C" to select Coast Guard blades.

d. Positions 27-28 - Blank for all status. Enter 1st position of AMARC status to be selected. For example, "S" in position 27 and blank in position 28 will select all "S" status, "ST" in positions 27-28 will select all "S" and "T" status.

NOTE 4:   a. Leave blank to print listing in owner, type code sequence.

b. Enter "*" to print listing in owner, serial number sequence.

c. Enter "2" to print Part 2 only.

5.   DISTRIBUTION. Two copies to LGSM, blade monitor.

6.   MANAGEMENT USES. Provide the Blade monitor an up-to-date listing of all blades in custody of AMARC, showing status of blades and aircraft to which assigned.

Attachment 10

BLADE STATUS DIRECTORY FORMAT (D003AF824) FIRST LINE OF PRINT

  1. BLADE SER NR - blade serial number (12 positions).

  2. BLADE NSN - blade national stock number (17 positions).

  3. BLD CND - blade condition (1 position).

  4. AMARC TYPID - AMARC assigned type and identification number (8 po sitions).

  5. AIRCRAFT MDS - Aircraft Mission Design Series (8 positions).

  6. AIRCRAFT SER NR - Aircraft Serial Number (8 positions).

  7. ACFT TY/ID - AMARC assigned type and identification number (8 posi tions).

  8. REL DATE - Automatic release date (GSA screening) (5 positions).

  9. HOURS S/OH - Hours since overhaul (5 positions).

  10.   STAR CODE - Star Code (Navy blades only) (2 positions).

  11.   NR OH - Number of overhauls (Navy) (1 position).

  12.   TOTAL HOURS - Total blade hours (Navy) (5 positions).

  13.   DATE RECD - Date received (5 positions).

  14.   DATE REMV - Date removed (5 positions).

  15.   REA REM - Reason for removal (3 positions).

  16.   DATE PRES - Date of last preservation (5 positions).

  17.   DEP DATE - Departure date (5 positions).

  18.   MS CD - AMARC status code (same as aircraft for all installed blades) (2 positions).

  19.   PR MS - Previous AMARC status code (2 positions).

  20.   BLD DOLT - Date of last transaction (blade Rcd) (5 positions).

  21.   D R - Dead Record Code (assigned when blade departs AMARC) (1 posi tion).

SECOND LINE OF PRINT

  1. CURRENT PROJ NR - Current project number (same as aircraft for installed/obligated blade - 8 positions available). Unobligated blades: Air Force blades - LOG7E999, Navy blades - NSX20000, Army blades - AWE999, Coast Guard - CWE999.

  2. PREVIOUS PROJ NR - Previous Project number (8 positions).

  3. C O - Current Owner (A-Air Force; C-Coast Guard; H-Army; N-Navy) (1 position).

  4. P O - Previous Owner (1 position).

  5. C C - Current Customer (storage acft blades - A, C, H, N, Reclamation/RIT Acft Blades) (disposal customer codes B, D, J, P) (1 position).

  6. P C - Previous Customer (1 position).

  7. CE ST - Current blade status (2 positions).

  8. PE ST - Previous blade status (2 positions).

  9. ST FL - Status Flag (2 positions).

10. DATE OH - Date of last overhaul (Navy) (5 positions).

11. BLD LOC - Blade location (same as aircraft for installed blades) (12 positions).

12. SHP-TO SRAN - Ship to SRAN (6 positions).

13. LAST SEQ NBR- Current reporting sequence number (Air Force) (7 positions).

14. P I - Blade position number (1 position).

15. F C - Freeze code (2-GSA screening; 3 Administrative; 4-Pending transfer to DRMO) (1 position).

16. I T - Interservice Transfer (1 position).

17. S S - SOAP sample (1 position).

18. C I - 7147 Report Indicator (1 position).

19. A S - 7148 Report Indicator (1 position).

20. R I - Backtrack Reclamation Indicator (1 position).
21. C S - F59 Control (1 position).

22. M C - Museum Code (1 position)

23. S-IND DATE - Scheduled Induction Date (5 positions).

24. A-IND DATE - Actual Induction Date (5 positions).

25. OWC DATE - Original Work Completion Date (5 positions).

26. COMP DATE - Actual Completion Date (5 positions).

27. ACFT DOLT - Aircraft Date of Last Transaction (5 positions).

28. D R - Dead Record Code (assigned when aircraft depart AMARC) (1 position).

Attachment 11

BLADE STATUS RECORDS FORMAT

1.   PURPOSE. Provides the capability to load, change, and delete all blade status records. Provides AMARC with current blade status, inventory control, location, and data for other AMARC unique program input validation edits.

2.   ESTABLISHMENT AND CONTROL. Records are established and maintained by creation and input of TRICs XIS, XID, and XIE. Edits all inputs for accuracy and compatibility. Establishes internal linkage from AMARC-type record to blade status, and aircraft status record.

3.   FILE MAINTENANCE AND AUDIT. Transaction histories will be generated by activity against this file. TTPC codes 6A, 6B, and 6C apply. A file cleanup program will be processed when necessary. Dead records will be dropped from the file concurrently with the file cleanup.

BLADE STATUS RECORD

SECTOR

POSITIONS	POS NR	CONTENTS
001-002	**2**	**Type Record Code**
003-010	**8**	**AMARC Type-ID Number**
011-022	**12**	**Serial Number**
023-032	**10**	**Blank**
033	**1**	**Current Owner**
034	**1**	**Current Customer**
035-042	**8**	**Current Project**
043-044	**2**	**Current AMARC Status**
045	**1**	**Previous Owner**
046	**1**	**Previous Customer**
047-054	**8**	**Previous Project**
055-056	**2**	**Previous AMARC Status**
057-068	**12**	**Location**
069-073	**5**	**Date of Receipt/Arrival Date**
074-078	**5**	**Departure Date**
079-083	**5**	**Last Preservation Date**
084-088	**5**	**Project Begin Date**
089-090	**2**	**Status Flag**
091-092	**2**	**Star Code**
093	**1**	**SOAP Sample Code**
094-098	**5**	**Scheduled Induction Date**

099-103	**5**	**Actual Induction Date**
104-108	**5**	**Original Work Completion Date**
109-113	**5**	**Completion Date**
114-118	**5**	**Removal Date**
119-121	**3**	**Reason for Removal**
122-126	**5**	**Last Overhaul Date**
127-131	**5**	**Number of Hours Since Overhaul**
132-136	**5**	**Total blade Hours**
137-142	**6**	**Cycle Count**
143-150	**8**	**Aircraft AMARC Type-ID Obligated To**
151-157	**7**	**Last Report Sequence Number**
158-159	**2**	**Current Report Status Code**
160-161	**2**	**Previous Report Status Code**
162	**1**	**Gear Box Indicator**
163-170	**8**	**Gear Box AMARC Type-ID**
171-176	**6**	**Ship to SRAN**
177	**1**	**Number of Overhauls**
178-179	**2**	**FMS NONDAD Code**
180-191	**12**	**Blank**
192	**1**	**Bal Position - Losing Aircraft**
193-200	**8**	**Aircraft Type-ID Nr. - Losing Aircraft**
201	**1**	**Interservice Transfer Indicator**
202	**1**	**Museum Code**
203	**1**	**Freeze Code**
204-208	**5**	**Automatic Release Date**
209	**1**	**Blade Position**
210	**1**	**DPDA Transfer Indicator**
211	**1**	**RCS 7759 Indicator**
212	**1**	**RCS 7147 Indicator**
213	**1**	**RIT Indicator**
214	**1**	**Re-Reclamation Indicator**
215	**1**	**F49 Run Indicator**
216	**1**	**Group 1 Revision Indicator**
217	**1**	**F59 Run Indicator**
218	**1**	**F60 Run Indicator**
219-223	**5**	**Status Change Date (Industrial Fund)**
224-231	**8**	**Unit Cost**
232-248	**17**	**National Stock Number**

249	1	Condition Code
250	1	Blank
251	1	PON Customer
252	1	PCN Manager
253-277	25	Remarks
278-311	34	Blank
312-316	5	Date of Last Transaction
317	1	Dead Record Code
318	1	Delete Code
319-320	2	Record Lock Code